

LETTER FROM A DULUTHIAN.

The Northern Pacific Railroad—The Climate of the Northwest.

To the Editor of The Evening Telegraph, GEOGRAPHY CORRECTED.

It is high time that the mis-education in geography which most Americans now on the stage of action received in their childhood, when Chicago was an Indian village, and Lake Superior an unknown sea, should be corrected.

The mean temperature of spring in Minnesota is 45 deg., equal to Chicago; summer, 70 deg., equal to Northern Illinois and Philadelphia; autumn, 45 deg., equal to New Hampshire and Michigan; winter, 16 deg., equal to Central Vermont and New Hampshire; whole year, 45 deg., equal to Central New York, two degrees farther south.

Remembering that Minnesota is the coldest portion of the country tributary to the Northern Pacific, and that the above statistics are gathered from the now more thickly settled parts of that State, which are its coldest parts, let us now consider the "summer isothermal line" of seventy degrees, which in Europe passes through Southern France, Lombardy, and the great wheat growing regions of Southern Russia, striking our Atlantic coast at the east end of Long Island, and passing through Central Pennsylvania, Northern Ohio and Indiana, and skirting the southern shore of Lake Michigan, diverges northwesterly and goes north of St. Paul up into the British Possessions to latitude 52 deg., five degrees farther north than Duluth.

From the above, all will see that the Northwest is not too cold for profitable farming; consequently we read of it the following, which is abundantly corroborated by officers of the army and explorers:—"It is a region in all whose valleys peaches, apples, pears, plums, cherries, grapes, and sweet potatoes have rapid growth and complete maturity."

THE WINTER CLIMATE.

Upon first saying anything about Duluth to Eastern persons, I am invariably met with this remark:—"Duluth? ah, that is about a hundred miles north of St. Paul; it must be very cold up there." I tell them the mercury does not fall in winter time as low as at St. Paul by ten degrees, the cause of which is that the winds from that great inland sea, Lake Superior, which never freezes over, modify the temperature.

COMPARISONS OF TEMPERATURE.

Official records, kept at the various military stations on the upper waters of the Missouri, show that the average annual temperature for a series of years has been warmer in Central Montana than at Chicago or Albany. Lieutenant Mullen, of the United States army, who spent four years in the region to be traversed by the Northern Pacific, says:—"The temperature of Walla-Walla in 45 deg. is similar to that of Washington city, in 38 deg. latitude, (nearly 500 miles farther south); that of Clark's Fork in 48 deg. to that of St. Joseph, Missouri, in latitude 41 deg.; that of Bitter Root Valley in 46 deg. is similar to that of Philadelphia in latitude 40 deg. Here we find mild winters and vigorous grasses even in midwinter."

NOT TOO COLD TO OPERATE RAILROADS.

There are great lines of railroad in daily operation over tracts of country even colder than the route from Fort Benton to the Pacific. Take the unusually cold winter of 1853-54, and the mean temperature at Montreal, on the Grand Trunk Railroad, latitude 45 deg. 30 min., was 13 deg. 22 min., while at Fort Benton, on or near the line of the Northern Pacific, in latitude 47 deg. 49 min., about 150 miles farther north, it was 25 deg. 35 min. above zero, a difference of 12 deg. 16 min. in favor of the latter place. In fact, the temperature of Fort Benton during that unusually cold winter was 7 deg. 58 min. higher than the average temperature of Montreal for ten years, and 12 deg. 8 min. higher than that of Quebec. Comparing that winter with the winters of a quarter of a century at Moscow and St. Petersburg, and Fort Benton, one of the coldest points on the line of the Northern Pacific, has the advantage in temperature over the former city of 10 deg. 18 min., and over the latter city of 7 deg. 28 min. And yet rail-

roads are in constant operation in the above regions.

COMPARISONS CONTINUED.

The greatest cold on this northern route in the winter of 1853-4 was 20 deg. below zero at Camp Stevens. At Quebec it was 29 deg., Montreal 34 deg., and at Fort Snelling, near St. Paul, right on the great lines of railroads traversing Minnesota, 36 deg. During that remarkably cold winter the temperature was below zero twelve days at Fort Benton, ten days at Camp Stevens, eighteen days each at Fort Snelling and Montreal, and twenty-three days at Quebec. The warm days at Fort Benton, when the average temperature was above the freezing point, were forty-three out of the ninety days, against only six days at Fort Snelling, five at Quebec, eight at Montreal, and eighteen at Albany—all in the winter of 1853-54. The winters at Fort Benton are about half a degree warmer than those of Chicago, while its average temperature for the whole year is two degrees higher, and only one degree lower than that of Dublin or London; and yet many in their ignorance look upon this as a hyperborean region.

THE PHILOSOPHY.

Of this climatic difference is simple, viz., the mountain ranges on the northern route are broken down so low as to give full scope to the rays of the sun, and free ingress to the warm winds from the Pacific which prevail in winter, and which (aided by the warm ocean currents corresponding to our Atlantic Gulf Stream), produce the genial climate of our Pacific coast, and carry their softening effect hundreds of miles inland; and, at the same time, especially during the growing season, convey the rain-clouds saturated with the evaporation of the tropics eastward over the "fertile belt" stretching from the mountains to the lakes, thus redeeming it from that aridity as well as intense cold that mar the development of much of the country tributary to the Central route.

TOO DRY FOR HEAVY SNOW FALLS.

Two elements must combine in proper proportions to secure large deposits of snow-cold and moisture. On our Pacific coast we have abundance of the latter, but the former failing, we have rain instead of snow. In the central portions of the northern route, we have sufficient cold for deep snows; but the requisite moisture being lacking, the result is snow falls so light that railroads can be operated during the winter with very little embarrassment. This is the case in Minnesota, where, gliding along our roads, we are often amazed with reading about our snow-bound friends in New York, New England, and Ohio. During the last five years the snow on the ground at St. Paul has not averaged ten inches in depth, and at the date of this letter the lumbermen of Minnesota are impeded in their operations by the lack of snow. Blodgett's rain maps show that the total annual fall of snow in that region is only twenty inches, while in Canada the average is fifty inches, and in New England from seventy inches in the interior to one hundred inches on the seaboard. Between thirty-nine and forty-three degrees north is emphatically the snow latitude of the continent, the latitude of conjoined cold and moisture. On the Atlantic coast, where the constantly arising moisture from the ocean meets the intense cold, we find the only exception to this rule. We are above that latitude.

CATTLE FORAGE ALL WINTER.

Doubtless in the gorges of the Rocky Mountains snow collects to the depth of several feet, yet it is true of this northern route generally that railroads traversing it will meet with much less obstruction from the snow than the average of roads not only in the New England but also in the Middle States. The Indians from latitude 45 up to 53 degrees not only hunt the buffalo on horseback all winter, but leave their unused, often stolen, horses to forage for themselves, and they come in in the spring fat, sleek, and strong; and the buffalo, elk, and deer of this region are invariably "spring fat," and never "spring poor." A Mr. T. M. McCoy wintered two hundred head of cattle within a few miles of the summit of the Rocky Mountains, in Washington Territory, without any food whatever, excepting what they had by grazing on the dry but very nutritious "bunch grass," which is a kind of compound of timothy and oats.

EARLY SPRINGS.

Lewis and Clarke, among the earliest explorers of the Northwest, write:—"Nearly the whole of this wide-spread country along the Rocky Mountains is covered with a profusion of grasses which are, at this time [May 17, 1805], as high as the knees." In 1858 spring wheat was sown in Minnesota on the 25th of February, and in 1860, on the 7th of March. In behalf of the Northwest, allow me to thank you for the use of your columns in adding somewhat to the popular knowledge of its resources, capabilities, and enjoyabilities. Philadelphia, Jan. 25, 1871.

NEWS SUMMARY.

City Affairs.—Mrs. Matilda Kelley has been committed to prison for killing her husband, Frederick Kelley. The Delaware and Schuylkill rivers were quite full of ice yesterday, the Schuylkill being closed above the dam and below as far down as Walnut street. The Delaware was full of floating ice, and the trips of the Canada ferry boats were considerably interfered with. There was a fire at the Washington House, Chestnut street, above Seventh, last evening, which originated accidentally. The house is not occupied, but is undergoing extensive alterations, preparatory to its being opened by George J. Holton. There was a fire in the furnace in the basement, which caught to some wood-work, burned through the floor into a sitting-room, and ran up a column to the ceiling, damaging the plaster cornice. The loss will not probably exceed one hundred dollars. The Midnight Mission has for its object the rescue and elevation of fallen women. There were in the Home December 31, 1869, 17 persons; admitted during the year 1870,

89; sent to places, 29; restored to their families, 10; sent to other institutions, 8; left of their own accord, 37; discharged, 4; remaining December 31, 1870, 106. Total number in the Home during 1870, 106.

The joint special committee on the improvement of the Navigation of the Delaware and representatives from the Board of Trade, Commercial Exchange, Port Wardens, etc., accompanied by Mr. Strickland Knass, Chief Engineer and Surveyor of the city, and a number of invited guests, took an excursion down the Delaware to the Horseshoe, on board the City Ice Boat No. 2, Captain Henry Schellinger, to inspect the state of the channel and obtain information as to what steps would be necessary or expedient to improve the navigation of the river at that point. The boat left Arch street wharf at 2 o'clock, and proceeded down the river as far as Chester. Much heavy ice was found in the Horseshoe, through which the powerful vessel made her way with little apparent difficulty. Returning, the party were taken up the Schuylkill as far as the Penrose Ferry bridge, where the boat turned and proceeded down to League Island, and up the Delaware to Chesnut street wharf.

Domestic Affairs.

The impeachment trial of Governor Holden was formally commenced yesterday at Raleigh.

A powder factory exploded at Greenville, N. C., yesterday, but fortunately no one was injured.

The Legislature of British Columbia has accepted the proposals for confederation with Canada.

The Germans of Baltimore celebrated the capitulation of Paris by making a procession last night with torches and music.

Two hundred pounds of opium have just been seized aboard the steamer Japan, from Hong Kong, now in the port of San Francisco.

Secretary and Mrs. Delano gave their first reception last evening, and it was largely attended by many of the most prominent officials in Washington.

By action of the Senate of New Jersey last night, some former legislation was repealed, which now leaves the Air-line Railroad in possession of its charter for a link of several miles in the road which was previously disputed.

Foreign Affairs.

The German Parliament is to meet on the 9th of March.

Supplies from several quarters are to be forwarded immediately to the starving Persians.

A Bordeaux despatch says that at the end of the armistice France will resume the war with 900,000 men.

An official despatch says that General Bourbaki has entered Switzerland, crossing the border near Brunat.

A cordon is drawn around Paris, and no one allowed to enter or leave without a permit from the German authorities.

NARROW ESCAPE FROM DEATH.

An Open Boat Ice-blocked All Night in Louisiana.

On Saturday night a boat containing two citizens of New Rochelle, who were out duck shooting, was caught in the ice opposite the United States army post at David's Island, and was rapidly carried towards the open sea. Lieutenant P. H. Ray, of the 8th Infantry, stationed on David's Island, saw the peril in which the duck-hunters were placed, and started with a boat's crew of six men to their rescue. He succeeded in rescuing the two civilians and in getting them into his boat, but then discovered that he, too, with his party, was hopelessly caught in the ice, and that return to the island was impossible. The cold was intense, and although the men endeavored to keep themselves alive by beating one another, they were soon benumbed into utter helplessness. All night long fires were burned, muskets discharged, and bugles sounded on David's Island, and early yesterday morning Lieutenant Ray and his party were seen jammed in the ice above City Island. A volunteer crew, consisting of Lieutenants Corlies, Craig, Ernest, and Summerhays, Sergeant Fernald, and five men, started to their rescue, and with axes cut their way through the ice to their nearly frozen comrades. Much excitement existed on David's Island when the men, who had been exposed to the storm sixteen hours, were carried on shore. Every attention was paid them, and although they are suffering from severe frost bites, they are all in a fair way to recover.

HON. GEORGE T. COBB.

MEMORIAL SERVICES IN THE NEW JERSEY LEGISLATURE—SPEECH OF HON. EDWARD BETTLE.

The special order of the Senate of New Jersey on Thursday last being the memorial services of the late Hon. George T. Cobb, Mr. Senator Bettie spoke as follows. We take the report from the Trenton State Gazette of Friday:—

Mr. President.—Again the Angel of Death has cast the shadow of his wing over our council chamber, and he has plucked one of our most honored associates shall know him no more forever.

Without a moment's warning, as in the twinkling of an eye, at the close of a long summer day, whose long descending sun had made glorious the mountain tops, and illumined the valleys of the enchanting region through which he was passing, when the shades of night had covered with a mantle those scenes of earthly beauty, he was suddenly summoned, we humbly trust, to behold the ineffable glories of the Heavenly Kingdom.

While swiftly pursuing his earthly journey, instantly his spirit was disrobed of mortality, and translated beyond the confines of the visible world to that eternally which lieth close by the shores of time, to enter within the gates of the Heavenly City, which "needeth not the light of the sun or the moon to enlighten it." There, forever released from the trials and anxieties of earth, he rests from his labors, and we who are left a little longer to struggle with the world are again admonished, by the awful suddenness of his death, to heed the injunction so often repeated, and yet more often disregarded, "Be ye also ready."

Although much has been elsewhere so justly expressed in commemoration of the many virtues of our late distinguished colleague, George T. Cobb, yet it is fitting and proper that we, his brethren of the Senate, who have been so long associated with him, should pause for a brief space in the daily round of active duty, to pay into his memory and his worth, and endeavor also to let the lesson of that solemn hour bring us to a nearer and more personal sense of the uncertain tenure of life, and the inestimable value of a preparation for the last great summons.

Mr. President, in contemplation of the manner of his sudden death, the mind naturally lingers for a moment in sad review of the scene which made memorable that fearful night. Little did the weary travelers who, at the close of that long August day, were preparing to leave the train, and setting, as it were, their house in order for the end of their journey, imagine that the dark valley over which they were slowly passing would be indeed, to them, the valley of the shadow. The hushed silence was broken only by the muffled thunder of the train, as, sometimes by

the light of a struggling moon, but more often in deepening shade, it pursued its winding way amid the dark fancies and along the perilous slopes of the Blue Mountain range. Emerging from between the frowning rocks piled high on either side, the car, with its living freight, passed in safety over a lofty trestle-work that spanned a deep ravine.

The firm ground was gained, and as the train, with an engine in front and rear, began the slow ascent and climbed the heavy grade of that wild mountain pass, with the end of the long and weary journey almost in view, from some cause for ever shrouded in mystery the car left the trestle and entered a brief moment of peril on the verge of the precipice as it in mute despair, took its horrid plunge to the bottom of the rocky chasm that yawned beneath, and was his sudden grave.

There was much in the character of our distinguished associate to endear his memory to us. He was a wise counselor and a faithful friend. We, who for the last four years have mingled with him in these halls of legislation, know full well his devotion to business and his vigilant guardianship over the interests of the State.

He was a man of strong will, of positive convictions, of great tenacity of purpose, and unwearied in the performance of that which he considered to be a duty. He was a nature and a mind trained not in the schools or "the unvoiced silence of the student's cell," but in the daily experience of the stirring scenes of active life, in a contest with its difficulties, in a manly endurance of its adversities, and by a constantly renewed purpose to attain to such a laudable ambition held up before him. Thus were developed those positive virtues which mark the self-made man, steadfastness of purpose, an indomitable perseverance, and strong self-reliance, and a manly independence of character, rather than of great or brilliant talents, for as the master teacher of Germany tells us— "Talent forms itself in solitude, Character, in the storms of life."

Rarely absent from the sessions of the Senate, he always attended the sessions of the Senate, and his faithful labor as a member of various important committees will long be remembered by those who served in connection with him.

Deeply interested in the cause of education, he always by vote and voice sought to promote its advancement and aid in its success.

In the creation and endowment of that wise manifestation of the care of the State for its erring children, the reform school, he was especially active, and as a member of a committee of the committee charged with its supervision, evinced a watchful care over its management, and endeavored to promote any measure that would enlarge its capacity for usefulness.

In all projects for the betterment and improvement of the State, and the development of its resources, he manifested an earnest and intelligent interest. He was ever desirous that the burdens of taxation should rest as lightly as possible upon the people, and he was ever ready to draw the means for the support of all legitimate State expenditures from such sources as would prove least onerous to the community at large.

Deeply interested in the energy and untiring industry, changed his position from the poverty of early life to the possession of a large estate, he was ever ready to minister to the necessities of his fellow men less favored than himself. Nor were his services confined alone to the sphere of the secular and the material. He was equally devoted in all that pertained to the welfare of his Church.

Exemplary in his attendance at the place appointed for public worship, he was deeply impressed with the importance of performing his religious duties in a manner becoming his profession as a Christian believer. An earnest worker in the Sabbath-school of his native town, of which he was for many years a superintendent, he won a large place in the affections of the children by his kindly interest, always manifested in their happiness and innocent enjoyment. Yet, while we dwell with a pleasure, deeply tinged with sadness, upon the virtues of our brother, gone but a little while before us, we feel that the lesson of this event should be an incentive to us in the performance of our duties, remembering that by the rich legacy of his example, he is being dead, yet speaketh.

Mr. President.—The late Hon. George T. Cobb, whose privilege it is longer to have known the departed, and sustained closer and more personal relations with him. Yet I could not forbear thus briefly to add one word to the well-earned tribute of respect and praise to which his many noble qualities have so just a claim. As the stricken mourners gather round the household hearth, where the vacant chair forever stands, a mute memorial of their loss, where the well-known voice is hushed, and the well-known form forever vanished, who shall comfort them? To the sorrow of that Church of which he was a loved and honored member, and for whose welfare and advancement he so zealously labored, who shall availing minister? To the poor and needy and afflicted ones, into whose sorrow he so feelingly entered, how sad the bereavement—how sore the loss—and on whom can they rely for that generosity which never turned them empty away? To such sorrow and bereavement may the Angel of God, of consolation descend, and give for their mourning the "oil of joy," that resignation and that patience which

LINE AND STAFF.

The Claims of the Naval Staff Officers.

The following sets forth the claims of naval staff officers in brief language, and is extensively circulated:—

Staff officers do not want, as has been unjustly charged, command of ships, nor any other command on shore or afloat, over any person in the navy, save in their own departments, and over those under their professional control. Staff officers do want: 1. Distinctive grades, with strictly professional titles, indicative of length of service and rank. 2. Positive rank with the line, according to date of commission, as in the army and marine corps. 3. The honors, immunities, and privileges of their de facto rank and equality with line officers in every particular, save the right to quarters in the cabin and military command in the line. 4. The charge and exclusive control of their several departments, under the authority of the commanding officer or Commander-in-Chief. 5. The restriction of the present "executive" officers to cases in which the staff officer is junior in rank or commission, as in the army. 6. The repeal of all legislation which appears to mark inferiority of profession or office.

An act like that proposed by General Stevens is a gross insult to the representatives, which shall enforce the above claim, will place the naval staff upon an equality with that of the army, in which, to quote the language of General Sherman, "the system seems to work well in practice."

Miss Nilsson's Illness in Louisville.

From the Louisville Courier-Journal, Jan. 27. Max Strakosch, with Mad'llie Nilsson and company, left this city yesterday afternoon en route to Cincinnati, where Mad'llie Nilsson sings to-night. Mad'llie Nilsson, during her visit to this city, suffered under severe indisposition, and even at the date of her departure was far from being well. She had been constantly under the care of a physician while in Louisville, and it is said that she had not closed her eyes for three nights previous to leaving Louisville. The inclemency of the weather prevented the projected visit to Mammoth Cave. We are not informed as to whether Mr. Strakosch will give immediately on his return to this city, but we are told that he proposes certain engagements next April, Mad'llie Nilsson still being with him.

REAL ESTATE AT AUCTION.

NOTICE—BY VIRTUE AND IN EXECUTION OF the powers contained in a Mortgage executed by THE CENTRAL PASSENGER RAILWAY COMPANY of the city of Philadelphia, bearing date of eighteenth of April, 1868, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 448, etc., the undersigned Trustee named in said Mortgage

WILL SELL AT PUBLIC AUCTION, at the MERCHANTS' EXCHANGE, in the city of Philadelphia, on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to-wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Coates street, seventy-two feet to the place of beginning. Subject to a ground-rent of \$800, silver money.

No. 2. The other of the said Broad and Penn streets, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north side of said Broad street, four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-eighths, and on the north side of said lot, ninety feet to the place of beginning.

No. 3. The whole road, plank road and railway of the said Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, station, depot, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said roadway, plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same, and every part and parcel thereof.

Together with all the streets, ways, alleys, passages, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining to the said roadway, plank road and railway, and all the rents, issues, and profits thereof, and all the claims, rights, title, interest, property, claim, and demand of every nature, and whatsoever of the said company, as well at law as in equity, in, and to the same and every part and parcel thereof.

TERMS OF SALE. The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, \$500; No. 2, \$100; No. 3, \$100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, Trustee. W. W. LONGFRET, Trustees. M. THOMAS & SONS, Auctioneers, 125 & 126 Nos. 139 and 141 S. FOURTH STREET.

WATCHES, JEWELRY, ETC.

TOWER CLOCKS.

G. W. RUSSELL, No. 22 NORTH SIXTH STREET, Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only or striking quarters, and repeating hour on full chime. Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,

Wholesale Dealers in WATCHES, JEWELRY, AND SILVER WARE, 331 N. 2d Street, between Chestnut and Arch streets, S. E. corner SEVENTH and CHESTNUT STREETS.

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The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees. All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation. For further information, address WILLIAM DOLD, Clerk of Faculty, Lexington, Va. January 1, 1871. 117 6w

EDGEHILL SCHOOL,

MERCHANTVILLE, N. J., Four Miles from Philadelphia. Next session begins MONDAY, January 9, 1871. For circulars apply to Rev. T. W. CATTELL, 211

SCHOOL OF DESIGN FOR WOMEN, N. W. PENN SQUARE,

begins its next term February 1. This school educates young ladies in polite branches of the art, so that they, under favorable circumstances, may be able to support themselves. Parents will please send for circulars. 1 27 c T. W. BRAIDWOOD, Principal.

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1121 GERRARD STREET, BETWEEN ELK and Fifth streets, and Chestnut and Market streets. Vacancies for Families and single gentlemen. Also, a suit of rooms on the second floor, furnished or unfurnished, with first-class board. Also, table board. 10 24 1/2

AMUSEMENTS.

AMERICAN ACADEMY OF MUSIC.

RETURN FOR SIX NIGHTS AND ONE MATINEE. THE GRAND ENGLISH OPERA COMBINATION. DOUBLE COMPANY.

UNRIVALED CHORUS, GRAND ORCHESTRA. C. H. BISS & CO., Proprietors and Managers. G. HESSING-BERNARD, Operatic Director. The Company embracing the following EXTRAORDINARY ARRAY OF TALENT: Mrs. C. R. BERNARD, Miss ROSE HERSE, Miss EMMA HOWSON, Miss FANNIE GOODWIN, Soprano. Mrs. ZELBA SEGUN, ANNIE KEMP BOWLER, Contralto.

Messrs. WILLIAM CASTLE, BROOKHOUSE BOWELL, J. M. CHATTERSON, Tenors. Messrs. S. C. CAMPBELL, HENRI DRAYTON, A. HOWELL, Basses.

Mr. EDWARD SEGUN, Baritone. GRAND CHORUS OF SOLO VOICES, transported with the Company entire, and the MAGNIFICENT ORCHESTRA. Conducted by—Mr. S. BEHRENS.

OPENING NIGHT, MONDAY, February 6. BOHEMIAN GIRL.

TUESDAY, BENEFIT OF Treasurer ZIMMERMAN and CAMPBELL. MARTHA. MARTHA.

WEDNESDAY, BENEFIT OF BELLA SEGUN. MARRIAGE OF FIGARO. THURSDAY, IL TROVATORE. First appearance of Miss EMMA HOWSON as FRIDAY, BENEFIT OF WILLIAM CASTLE; PIDELO (Beethoven's only opera—first time here in English).

SATURDAY MATINEE—OPERON. SATURDAY NIGHT—DER FREISCHUTZ. Admission \$1. Reserved Seats, 50 cents extra. Family Circle, 25 cents. Amphitheatre, 35 cents. The sale of reserved seats, for one or more nights, will commence at North & Co.'s Music Store, No. 102 Chestnut street, on Wednesday morning, February 1, at 9 o'clock.

LIBRETTO.—The authorized and correct edition of the opera, as sung by this company, can only be procured of the publishers, North & Co.'s Academy. Those offered for sale on the sidewalks and at places not here designated are unreliable. 1 25

AMERICAN ACADEMY OF MUSIC.

THEODORE THOMAS' UNEQUALLED CONCERT ORGANIZATION

OF FIFTY DISTINGUISHED ARTISTS. ON FRIDAY EVENING, Feb. 3; SATURDAY AFTERNOON, Feb. 4; and SATURDAY EVENING, Feb. 4. The public is respectfully informed that Mr. Theodore Thomas will give

TWO GRAND CONCERTS

On Friday and Saturday Evenings, Feb. 3 and 4, and on Grand Matinee on Sunday, Feb. 4. First appearance of the celebrated Pianiste, MISS ANNA MEHLIG. Pronounced by the press to have appeared the greatest Pianist that has been heard in this country. Together with the UNRIVALED ORCHESTRA, many of whom are EMINENT SOLOISTS.

Admission Tickets.....One Dollar Reserved Seats.....Fifty Cents Extra Family Circle.....Twenty-five Cents Gallery.....Twenty-five Cents Sale of seats at Box Office, Academy of Music, and at F. A. North & Co.'s, No. 102 Chestnut street. 1 25

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E. L. DAVENPORT'S CHESTNUT STREET

E. L. DAVENPORT, Lessee and Manager THIS (Tuesday) EVENING, Jan. 31. MATTHEW ELMORE.....E. L. DAVENPORT